

MIDDLEBURY REGISTER

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SIX MONTHS IN VERMONT50
THREE MONTHS IN VERMONT40
ONE YEAR Outside of Vermont, - \$1.25
ONE YEAR Outside of U. S. 1.50

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Washington, D. C.

FRIDAY, JANUARY 9, 1914.

FIRST TRACT PAID FOR.

Concord, N. H., Dec. 31.—The United States Government, by completion of payment for lands in the town of Benton, sold by the Pike Woodlands Company and E. Bertram, is in full possession of the first tract it has acquired in the White Mountains under the Weeks act.

The Moosilauke tract comprises the northerly and westerly slopes of Mt. Moosilauke. It is understood that the Forest Service will proceed at once to construct necessary trails and fire stations. The mature timber will probably be sold for commercial uses, the cutting being conducted in such manner as to benefit, rather than to injure, the remaining growth.

The tract is quite accessible to the public, being only a short distance from the Glencliff Station on the Boston and Maine. Mr. Pike owns or controls large areas in the same vicinity, which he is planning to improve on forestry lines, including the extensive tract owned by the Lake Tarleton club in Piermont.

The check received in payment for the tract called for \$93,705.19, all of which has been paid to claimants, with the exception of \$10,000, held to cover the cost of several pieces, the title to which is still in dispute.—Boston Globe.

RECORD WHEAT EXPORT IN 1913.

Total From Boston is 20,543,328 Bushels.

The exports of wheat during 1913 the largest in the history of the port, aggregating 20,543,328 bushels to European ports, compared with 14,418,620 bushels for the preceding year, the shipment of wheat aggregated 20,084,178 bushels which has stood as the record.

The total export of grain during 1913 amounted to 26,239,646 bushels, of which there were 3,991,141 bushels corn, 1,045,770 bushels oats, 251,944 bushels rye, and 407,463 bushels barley. During the previous year the exports included, 1,763,921 bushels of corn, 1,135,367 bushels of oats, 43,427 bushels of rye and 186,041 bushels of barley, a total of 17,547,376 bushels. There was also exported last year 749,457 bushels of flaxseed, against 78,986 bushels in 1912.

It has been the most prosperous year since 1901, when the demand for American grain abroad has never felt now been equalled. From the exporter's point of view the business of the year has been very satisfactory. In the spring there was a heavy demand for our grain, and in the summer and early autumn a great deal of grain was booked for future shipment.—Boston Globe.

WATER FRONT NEWS.

Year Opens Actively With the Port Shipping.

The following statement of arrival of steamers at Boston or those expected that day or the next are published in the Boston Globe of January 1, 1914.

Boston will start the new year with unparalleled activity along the water front, there being 15 trans-Atlantic liners in port yesterday, unloading or taking on cargo, and several others are expected today. More than 3000 longshoremen are employed at the different terminals and merchandise valued at from \$10,000,000 to \$15,000,000 has arrived here from all parts of the world within a few days.

In East Boston the Leyland Liners Bohemian and Iberian, Houston steamer Herminius, Bucknall liner Melford Hall, Hansa Line steamship Lindenfels, British steamer Mora and the Norwegian steamer Maud are discharging.

At Mystic Docks are the Allan Liner Sicilian and the Clay Liner North Point. The Belgica of the Hamburg-American Line left there yesterday for Hamburg via Baltimore. The Danish steamers Texas and Dina and the Warren Liner Sachem are berthed at the Hoosac Docks. The California of the Leyland Line left there yesterday for Liverpool with a full cargo.

Among the steamers expected today or tomorrow are the Polaris, from Japan and China; Lancastrian, from London; Ranvik, from Algiers; Trym, from Jucaro, Cuba; Linda Fell, from Plymouth; Honorous, from the River Plate; the Holland-America liner Sloterdijk, from Rotterdam—the aggregate value of the merchandise being more than \$4,000,000.

The Gloucester fishing schooner Juno,

CROPS GIVE FARMERS \$4,940,301,000 IN 1913.

HOW 1913 HARVESTS COMPARE WITH 1912.

	Yields in Bushels—		Value—	
	Final 1913	Final 1912	1913	1912
Winter—				
Wheat	523,561,000	400,000,000	\$ 433,995,000	\$ 323,572,000
Spring	229,819,000	336,000,000	176,127,000	231,708,000
Total	753,380,000	736,000,000	\$ 610,122,000	\$ 555,280,000
Corn	2,446,988,000	3,124,746,000	\$1,692,092,000	\$1,520,454,000
Oats	1,121,768,000	1,418,000,000	439,596,000	452,469,000
Barley	178,189,000	224,000,000	95,731,000	112,957,000
Rye	41,381,000	35,604,000	26,220,000	23,636,000
Buckwheat	13,833,000	19,249,000	10,445,000	12,720,000
Flaxseed	13,853,000	28,000,000	21,389,000	32,202,000
Potatoes	331,525,000	420,647,000	227,903,000	212,550,000
Cotton	13,677,000	13,703,000	737,841,000	780,224,000
Tobacco	1947,399,000	962,855,000	121,597,000	104,063,000
Hay	264,116,000	72,691,000	797,077,000	856,695,000

*Bales. †Pounds. ‡Tons.

Farmers of the United States will receive \$182,958,000 more for their crops this year than in 1912, according to final figures published yesterday by the Department of Agriculture. The value of the nation's fourteen principal farm crops is given as \$4,940,301,000. Prices are based on those prevailing on December 1 last.

Yields of corn and cotton were the most valuable ever produced, while the oat crop was the second best in history.

High prices for corn resulting from the large shrinkage in yield accounted almost entirely for the increase in value. The corn crop alone is worth \$171,000,000 more, the total being put at \$1,692,092,000.

For the crops as a whole the average production per acre was about \$16.50. The corn crop averaged \$15.96

an acre, cotton \$22.91, wheat \$12.14, oats \$11.44, potatoes \$62.10, tobacco \$100.30, rye \$12.84, and sugar beets \$59.64.

David F. Houston, Secretary of Agriculture, commenting on the showing made by his bureau's figures yesterday, said:

"The corn crop, the most valuable product of this country, is smaller than any crop since 1903. Wheat production is the largest ever recorded in this country. The crop was practically matured before the drouth became effective. The oat crop is the third largest of our history. The hay crop is smaller than the large crop of 1912. Rather liberal rains in the late summer and fall have produced good pastures. The cotton crop will perhaps rank fourth or third in size."—Atlanta (Ga.) Sunday American.

Anderson, Ipswich; Herbert Rickes, and Reliance, Merrimack, Newburyport. Schs. Gov. Powers, McKown, Pasagoula; Dorothy B. Barrett, Hall, Philadelphia; sloop Albert Baldwin, Poland Rockport.

Tugs, Murrell, Walton, Norton, towing barges Harvard and Ivie; Charles P. Greenough, Coffin, Newport News, towing barges Providence, Clara and Dora (latter from Sewalls point) Western, Lennan, Guttenburg, towing barges Western Belle, Smyrna and Liberty.

SAILED.

Ss. California (Br), Liverpool, Eng; Belgica (Ger), Hamburg via Baltimore; Hesperides (Br), New York; Hogelaga (Br), Louisburg, C. B; Carib, Charleston and Jacksonville; Nantucket, Newport News and Baltimore; J. H. Devereaux, and Middlesex, Norfolk. Comet, towing barge S O Co No. 86, New York; Bay State, towin; barge Badger, Newport News.

Schs. Nina Lee (Br), St. Pierre, Miq; John W. Dana, Savannah; George P. Hudson, Philadelphia; Marguerite, Salisbury Beach; Ella F. Crowell, and Warren B. Potter, Rockport, Me; Charlie, and Willie, Rockland, Me; Gatherer, Newburyport.

CALL AT QUEENSTOWN AND BOULOGNE.

The officials of the Hamburg-American Line announced yesterday that ships sailing in the Boston-Hamburg service will hereafter call regularly at Queenstown and Boulogne. The first ship to stop at Queenstown will be the Rhaetia, sailing from Boston Feb. 5.

HALF A MILLION FAMILIES CONSUME THE GRAPEFRUIT PRODUCED IN FLORIDA.

There are twenty-one million families in the United States—more than half of them with incomes of over \$750.

Careful investigations disclose the fact that fruit of some kind are consumed in most families of that income.

Practically every such family buys heavily of delicious fruits in season; most of them use oranges more or less.

There is a vast significance in these facts to the citrus fruit grower who wants his groves to be permanently profitable. They mean that the market for grapefruit has just begun to develop. It is clear from a study of the facts that ten million instead of half a million families can be educated to use grapefruit—rapidly becoming educated to do so, in fact. With the admitted superiority of Florida grapefruits over that produced elsewhere and with only limited areas of Florida land adapted to the pomelo, the future of the grapefruit industry is assured.

Grapefruit can be grown profitably when sold at prices which permit the widespread consumption of the fruit if too much is not added to the selling figure between grower and consumer.

Of course only a limited proportion of the twenty-one million families of the United States are in position to pay fancy prices for grapefruit. General consumption of this fruit will prevail only when prices at the other end of the line are reasonable.

And prices to the grower which means that his groves are profitable do not preclude reasonable prices to the consumer. The consumer can be supplied grapefruit as cheaply as oranges, under conditions that will net the grower as much or more because grapefruit may be more cheaply grown.

The public rapidly is learning how to buy, and before long the advances in the price of grapefruit after it has left the grower's hands, which put the fruit clear out of the reach of the average person, will be a thing of the past. Then, instead of half a million families consuming an average of four boxes a season, five million or ten million families will use that much or more.—Florida Times-Union.

ARRIVED DEC. 31.

Ss. Sicilian (Br), Peters, Glasgow and Merville; Sachem (Br) Idles, River Plate ports; Texas (Br) Kaas, Copenhagen via Christina, Dartmouth and Shields; Linderfels (Ger), Muller, Calcutta and Colombo; Juniata, James, Baltimore, Newport News and Norfolk; Grecian, Page, Philadelphia; James S. Whitney, Crowell, New York; Everett, Giles, Lamberts Point; Jonas H. French,

UNANIMOUS FOR FEDERAL CONTROL OF RAILROAD FUNDS.

Interstate Commerce Commission's Attitude is Shown in its Reports to Congress.

Washington, Dec. 28.—The members of the Interstate Commerce Commission are unanimously in favor of a law giving to that body the control over railway capitalization. In its last annual report submitted to Congress shortly after the regular session began, the commission said:

"In previous reports the commission has indicated the desirability of legislation upon the subject of control over railway capitalization. Without attempting to add to the reasons previously advanced, we renew those recommendations."

Acting upon the recommendation Representative Adamson of Georgia, Chairman of the House Committee on Interstate and Foreign Commerce, has introduced a bill providing that no railroad company shall issue or sell any stock or bonds without first obtaining permission of the commission. Representative Stevens of Minnesota, another member of the committee, has introduced a bill giving the commission control over physical properties of railroads engaged in interstate commerce. These measures are now before the members of the commission for their approval. It is expected that the commission will act favorably upon both, after which the bills will be pressed to passage at the present session of Congress.

"The Interstate Commerce Commission," said a member to The World correspondent to-day, "has for years been in favor of giving the body control over the financial operations of railroads. We believe the interests of the stockholders and all others in any way connected with the operation or management of the roads would be fully protected under this arrangement. We believe it is the only way by which satisfactory conditions regarding the issue of stocks and bonds on the part of railroad companies can be brought about."

This member stated that the evident desire on the part of the railroad companies to make these concessions would not have any effect on the forthcoming application of the commission regarding the application of the Eastern railroads to increase their freight rates by 5 per cent.

"This is another matter entirely," he said, "which must be considered by the members of the commission as a separate proposition. The fact that the railroads seem inclined to allow the commission to supervise their financial operations will not in any way influence the commission in its action upon the application for the 5 per cent increase in freight rates."

FEDERAL DUTIES ON THE INCREASE.

Currency Law and Income Tax Furnish Many Problems New to Government.

Chicago, Dec. 25.—The United States Government is taking over a good deal of new business, and some of its most loyal citizens are worrying a bit about its ability to do that business in a satisfactory way.

Governments, at least on this side of the Atlantic, are not famous for their success in carrying on business operations, when tested by the standards of the ablest private citizens. There is a fear, therefore, that the United States Government will get up in a heap.

The function of administering the banking and currency system is a huge addition to the Federal duties. The initiation of the new system will require a period of two or three years, and that will help some, but the older generation, who have their theories of government fixed by the comparative simplicity of former days, are wondering how Washington will get through with all this.

The problem of the income tax has come back, now that the currency question has been settled. A banker who has been educating himself days, nights and Sundays, in the art and mystery of the income tax, asserted most positively that the method of collecting that tax at the source would break down. When asked as to the reasons for his belief, he said that it was altogether too cumbersome, and that no business on earth could justify itself if it were so involved in intricacies and expenses. "But," said the inquirer, "the Government is making you bankers do the bulk of the work."

"Yes, they are making us do enough work. This bank has employed two extra clerks for permanent positions just on account of this collection at the source, but it does not follow that the Government is released from work. You should see the big bundles of papers that we send along to the Government officials. They will have a nice time overhauling the stuff. If the work is done with any degree of accuracy it means an immense addition to the clerical force of the department."

"Is this your view only or is it shared by other bankers?"

"It is a growing opinion among bankers and others and many people share my conviction. This country is too big, the interests are too diversified and there are too many small items to

be handled in this way.

"Then there is the expense. The instinct of the party now in control of the United States Government is in the direction of reducing expenses. They are achieving mighty little in that line, indeed, are greatly increasing the expenses. In due time they will hear from the people on this subject, and it is the people, and not the Government at Washington, that makes the laws."

Since bankers and others have recovered from their huff at the enactment of the income tax law, and have reduced the whole business of collections at the source to a scientific method, this opinion should carry considerable weight. We shall now enter on a period of unpleasant nervous stimulation with respect to the banking and currency law.

There are a thousand and one details in the adjustment of the affairs of 7500 national banks, and many more banking institutions of other classes, to the new order of things. The bankers take up this problem cheerfully, but they appreciate, as the ordinary citizen cannot, the many corners they will have to turn.—Public Ledger, Philadelphia.

JOY RIDERS HIT CYCLER

Richmond Police Think They Hid or Deserted Auto and Took Trolley to Ferry.

Five joy riders in a gray Packard touring car outwitted the police on Staten Island yesterday afternoon after running down a motorcyclist and speeding away. A search that extended to the ferries and all the public garages on the island failed to reveal the car, and last night the police were certain that it had been hidden or deserted in some remote part of the island.

The motorcyclist was John Duckowsky, 22 years old, of Stapleton. He was returning to his home after a trip to Manhattan, and after leaving the ferry at St. George was run down by the gray car at Third and Canal streets. The car, which contained three women and two men, was going toward the ferry. It forced him against the curb and struck him a glancing blow. He was thrown off his motorcycle and his right leg was broken. He was taken to the Smith Infirmary.

He and several witnesses gave the police a good description of the car. A telephone message to the ferry asked that the machine be held and the occupants arrested. The car did not appear there, however. Apparently it had turned down a side street, and the police, believing an attempt would be made to leave the island by the Tottenville ferry to Perth Amboy, telephoned there without result. Then they searched garages. They were sure the car was not owned on the island.

NEARLY FLUNG INTO CANAL.

Walter Malachuk, a chauffeur of No. 236 Pearl street, Brooklyn, is dying in the Eastern District hospital from injuries received yesterday when his auto skidded and he was flung out in Washington avenue. He was nearly flung into the Wallabout Canal. He is suffering from internal injuries, concussion of the brain and a dislocation of the right kneecap.

AUTOISTS PUT DEAD MAN IN SHED.

Coroner Lawrence J. Welsh of Morristown, N. J., is investigating the death of J. Horace Cramer, whose body was found frozen stiff in a woodshed at Brookside Saturday night. The coroner thinks Cramer was struck by an auto and then carried to the shed. The neck appears to be broken. Cramer lived at Brookside.

MAN KILLED, FOUR HURT.

York, Pa., Dec. 27.—Edmund Shaffer of Cooperstown, Pa., was killed; Wilson Jordan's leg, arm and shoulder were broken; Melvin and Roy Garber and Ray Jordan were bruised and cut when a wheel of an auto in which they were riding was broken, upsetting the car.—New York World.

Connecticut Autos to have Tags.

The coming of the new year carries with it a warning to motorists, at any rate in the State of Connecticut. Albert Phillips, Secretary of State, has announced that owners and operators in the Nutmeg State would be arrested on sight to-day if they attempted to drive their machines without displaying 1914 markers. Thirty days notice of the enforcement of the law in this regard was given in Connecticut. It is time for New York motorists to bestir themselves in this matter also, for, although the new licenses do not go into effect here until February, the registration is so large as to make it imperative for applications to be put in early.

Two motor policemen are stationed on the Newark Plank Road, according to the bureau of tours of the Automobile Club of America, and are arresting all who drive their automobiles at the rate of twenty miles an hour or over. Another officer is at work on Clairmont Hill in Montclair. He arrests for a speed of fifteen miles an hour or over and the fines imposed thus far have been \$100 for each offense. In Trenton the legal rate of twelve miles an hour is being enforced.—New York World.

Victim of Auto Truck Dies.

Anthony Tokol, 60 years old, of 1516 Cornell street, died yesterday at the People's hospital of injuries received the day before when he was struck by a motor truck driven by Fred Clody. Witnesses told the police the truck had skidded and crashed into a lamp-post near which Tokol was standing. The chauffeur was not held.—Chicago Tribune.

Country Magistrate Fined for Speeding.

John F. Goddard, a Justice of the Peace of Westport, Conn., was fined \$25 in West Farms court recently for driving his automobile at thirty-two miles an hour on Pelham Parkway. His excuse was that he was so anxious to get to the railroad station to see his mother-in-law that he didn't realize his speed. Even this did not get him immunity.

"I shall have to fine you," said Magistrate Schulz, "but I trust you'll be more lenient with me if I am ever caught speeding in your district."

COLLEGE NOTES.

College opened on Tuesday morning with practically all the students back.

Chairman Vail has appointed a committee of five to act under the leadership of Prof. McFarland in the reorganization of the Y. M. C. A.

With mid-year examinations close at hand the students are hard at work for at least three weeks. Exams begin on January 30 and will continue until February 7. The examination period will be of two hours duration as in previous years.

The Civics Club is planning a series of preliminary debates to select a team for the inter-collegiate debates with Northfield and Vermont.

President Thomas was present at the meeting of the Agricultural society at the town hall Wednesday to introduce the speakers.

Unless he can avoid the spring training trip Physical Director Ray L. Fisher will have to leave college the early part of February this year. Mr. Fisher spoke at a meeting in New York during the Christmas recess in which it was attempted to further restrict professionals from playing on college athletic teams. Mr. Fisher spoke in defence of the student who needed to apply his athletic ability to the defraying of his expenses.

Harvard, Yale and Princeton have dropped Holy Cross from their baseball schedule.

The Kaleidoscope board has requested the seniors to get in their records immediately as the book will soon go to the publishers. Mr. Jackson will attempt to get photographs ready by the 10th if any junior need them.

The new catalogue will be out shortly.

Pi Beta Phi, a fraternity of the Women's college will hold a formal dance on Saturday next. Hills' orchestra will furnish music. Invitations for the function are now out.

Board of Trade Formed.

The Middlebury Board of Trade assembled in the Moosilauke club Wednesday evening, January 7, to form and complete organization. Much enthusiasm was manifested in the work thus far done. Dr. A. E. Lambert read the by-laws which were drawn up by a committee for that purpose and with a few minor changes were adopted. The election of officers resulted as follows: President, Dr. John M. Thomas; vice president, John E. Weeks; secretary, E. P. Seymour; treasurer, Philip E. Crane. Governing board, Allan Calhoun, W. N. Cady, George N. Shamba, Dr. P. L. Dorey, J. E. Buttolph, J. A. Peck, W. Reynolds. Membership committee, C. O. Frost, Charles Cheney, Errol Gorham, F. E. Foote and E. B. Cornwall.

Dr. Thomas emphasized the need of substantial support for the organization and that in order to keep its life it must accomplish something.

Ira H. LaFleur said that what the town required was new industries in order to stimulate business. He brought out the fact that the needs of Middlebury should be looked after.

D. H. McHugh laid before the meeting the possibility of a new industry for Middlebury arising from the use of waste marble to be ground into phosphate for fertilizing purposes.

The next meeting will be held on the evening of January 31.

Wedding Anniversary.

On the evening of January 1st Mr. and Mrs. Leslie A. Sparks observed the 35th anniversary of their marriage at their home on Munger street. Over forty of their relatives and friends from Middlebury and Ripton gathered at their home to celebrate the event. The evening was pleasantly passed in games and music. The dining room and tables were tastefully decorated with pine, ferns and carnations. A bountiful supper was served to the assembled guests after which a purse of money was presented to Mr. and Mrs. Sparks as a token of their friendship. The happy party departed at a late hour all wishing Mr. and Mrs. Sparks a long and happy life.

Besette-Mayo.

A pretty wedding occurred at St. Mary's Catholic church Thursday morning at 9 o'clock when Miss Edith M. Mayo of Cornwall was united in marriage to Lawrence H. Besette, also of Cornwall, Rev. Father Leonard performing the ceremony. The bridesmaid was Miss Besette, a sister of the groom, and Edward Auchman of Shorham was best man. The young couple were given a reception at the home of the bride after which they left on a short wedding trip. They will reside in Cornwall.

Death of Russell Blackmer.

Russell Hill Blackmer, only son of Mr. and Mrs. A. J. Blackmer of Court street, who was taken to the Mary Fletcher hospital 10 weeks ago for treatment for an abscess of the brain, undergoing three operations, died early Thursday morning at the age of six years. The remains were brought here Thursday noon and taken to the home of his parents. The funeral will be held Saturday evening at eight o'clock at the house and the interment will take place Sunday in the West cemetery.

Public Library.

The circulation of books for December, 1913, was 2008; of magazines, 142, making a total of 2150; an average of 83 a day. Of the book circulation 63 per cent was fiction; 11 per cent non-fiction; 26 per cent juvenile, of which 1-7 was not stories. Number of new members during the month was 22, making the entire membership 1556.

Everybody's friend—Dr. Thomas' Eucletic Oil, the great household remedy for toothache, earache, sore throat, cuts, bruises, eczema. Sold at all drug stores, 6c and 50c. Adv.